

## PEARSON WINS OVER RIVAL IN AIR RACE

Flies From Cleveland to Minneapolis  
Few Minutes Ahead of  
Manzelman.

### NIP AND TUCK CONTEST

Lieut. Maynard's Official Time  
25 Hours 11 Minutes  
8 1-2 Seconds.

After starting within a minute of each other at Cleveland and racing nip and tuck 500 miles to Minneapolis, Lieut. Alexander Pearson, Jr., and Lieut. Earle Manzelman arrived at Roosevelt Field yesterday within twenty minutes of each other.

Lieut. Pearson, in a De Havilland, came shooting out of the northwest first, landing at 1:55, the third Minnesota starter to finish the race, while Lieut. Manzelman dropped from the clouds at 2:12. Lieut. Pearson at one time seemed likely to beat Lieut. Manzelman, but the flying parson's motor "let him down" in Nebraska with a broken crankshaft, but Pearson's own motor gave unmistakable signs of breaking down, and he was compelled to remain there for seventy-six hours to change motors, taking one of the Liberty engines from the Martin bomber.

Both Pearson and Manzelman got up early yesterday morning at Cleveland, realizing that there would be a lively battle for position in the big contest. Manzelman, who was flying a Curtiss, and Lieut. Pearson followed a minute and a half later. On the dash of 180 miles to Buffalo, Lieut. Manzelman chose to hug the ground, flying under some clouds, which were 800 or 900 feet above the earth. His plane was slightly faster than his rival's, and he determined to take no chances on losing his way in the mist above. Lieut. Pearson roared through the clouds and found a wind above them which helped him on his way.

He was able to get glimpses of Manzelman's plane most of the way to Buffalo, and noted that the wind was more than equalling the difference in motors. He began to lose sight of the Buffalo field by three minutes, covering the 180 miles in 2 hours and 24 minutes. Service at the Buffalo field was not rapid and Lieut. Pearson got away at 10:17, while Lieut. Manzelman, who was compelled to wait for gasoline, did not get his wheels off the ground until 10:31.

#### Pearson Holds Gains.

Both men now had their motors opened to the last notch, and were pushing their ships to the last second of speed. Pearson, always flying high, held his lead at Rochester, but by the time Birmingham, only 142 miles from New York, was reached Lieut. Manzelman had crept up to within five minutes of his rival. Lieut. Pearson took off for Minneapolis at 12:44:10 and Lieut. Manzelman at 12:50:20. With the aid of the northwest wind Lieut. Pearson, flying high, again crept further ahead.

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The big Eagle was piloted by Bert Acosta and carried George Quisenberry, Robert Sherwood, A. L. Wetzel, Donald Thompson and George Worsham, magazine and movie men. The other ships were piloted by Fred McMillen, J. G. Ray and J. A. Morrell, and carried Dale Drummond, a writer, and J. P. Davis and W. D. Richardson of the Curtiss Company.

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**Capt. Donaldson's Time.**  
Captain Donaldson, the second man in, made the trip to San Francisco in 31